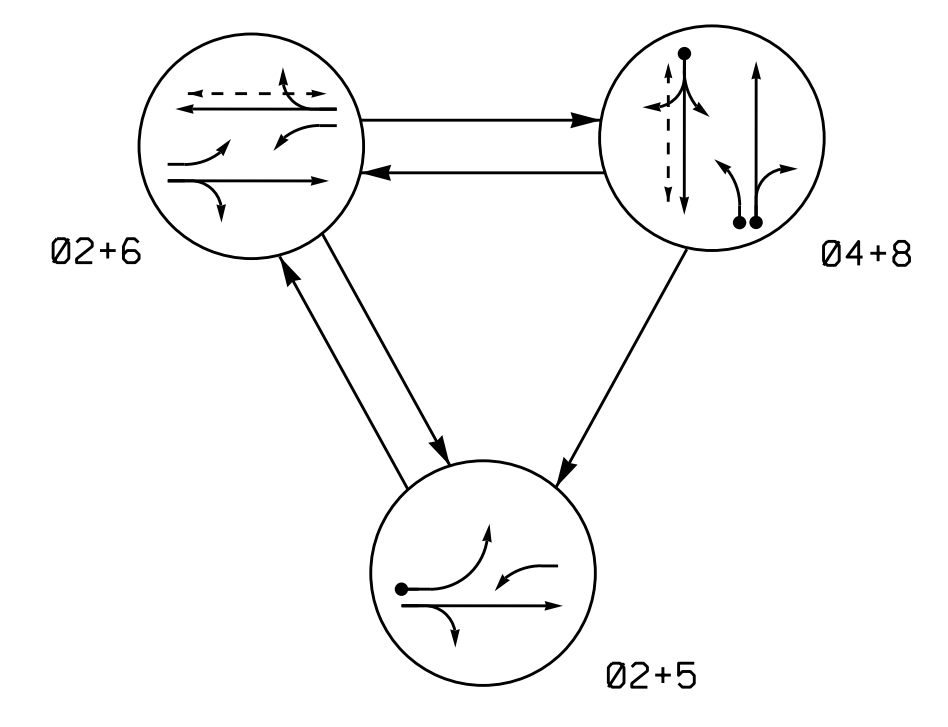


PHASING DIAGRAM

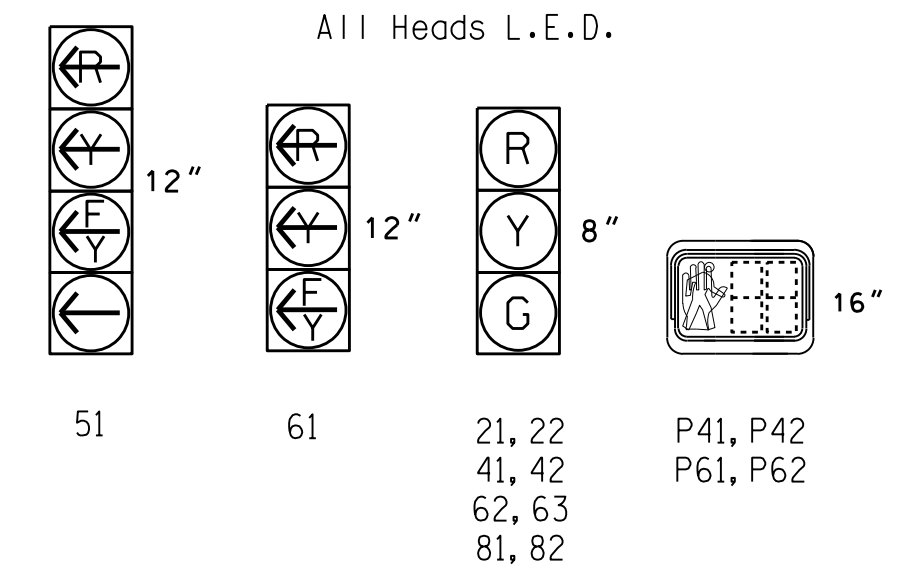


PHASING DIAGRAM DETECTION LEGEND

- → DETECTED MOVEMENT
- → UNDETECTED MOVEMENT (OVERLAP)
- → UNSIGNALIZED MOVEMENT
- ⚡ → PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE				
	Ø2+5	Ø2+6	Ø4+8	FLASH	FLSH
21, 22	G	G	R	Y	
41, 42	R	R	G	R	
51	---	---	---	---	---
61	---	---	---	---	---
62, 63	R	G	R	Y	
81, 82	R	R	G	R	
P41, P42	DW	DW	W	DRK	
P61, P62	DW	W	DW	DRK	

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME			
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	5	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	3	-	Y
8B	6X40	0	2-4-2	-	8	Y	Y	-	-	10	-	Y
S1	6X6	+100	3	Y	-	-	-	-	-	-	Y	Y
S2	6X6	+80	4	Y	-	-	-	-	-	-	Y	Y

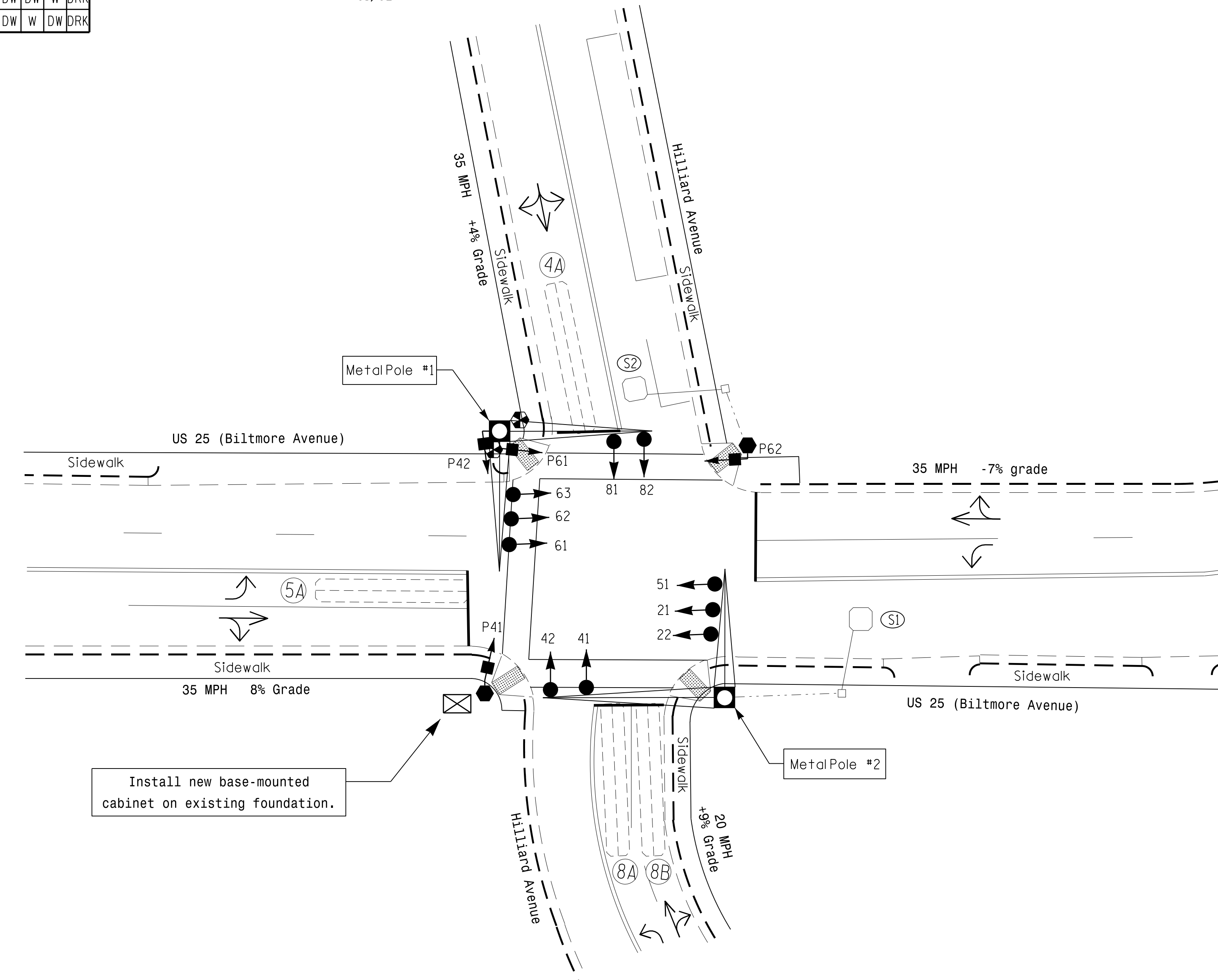
3 Phase Semi-Actuated Asheville Signal System

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

OASIS 2070 TIMING CHART					
FEATURE	PHASE				
	2	4	5	6	8
Min Green 1 *	10	7	7	10	7
Extension 1 *	0.0	2.0	2.0	0.0	2.0
Max Green 1 *	40	20	20	40	20
Yellow Clearance	4.4	3.6	3.0	4.4	3.6
Red Clearance	1.5	2.1	1.9	1.5	2.1
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	7	-	7	-
Don't Walk 1	-	13	-	11	-
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode	MAX RECALL	-	-	MAX RECALL	-
Vehicle Call Memory	-	-	-	-	-
Dual Entry	-	ON	-	-	ON
Simultaneous Gap	ON	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.



LEGEND	
PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
● → Modified Signal Head	○ → N/A
⊥ → Sign	⊥ → N/A
⊥ → Pedestrian Signal Head With Push Button & Sign	⊥ → N/A
○ → Signal Pole with Guy	○ → N/A
○ → Signal Pole with Sidewalk Guy	○ → N/A
⊠ → Inductive Loop Detector	⊠ → N/A
⊠ → Controller & Cabinet	⊠ → N/A
⊠ → Junction Box	⊠ → N/A
--- → 2-in Underground Conduit	--- → N/A
N/A → Right of Way	N/A → N/A
→ → Directional Arrow	→ → N/A
⊠ → Metal Pole with Mastarm	⊠ → N/A
⊠ → Type I Pushbutton Post	⊠ → N/A
○ → Type II Signal Pedestal	○ → N/A
N/A → Curb Ramp	N/A → N/A

Signal Upgrade

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

US 25 (Biltmore Avenue) at Hilliard Avenue

Division 13 Buncombe County Asheville

PLAN DATE: June 2016 REVIEWED BY: T.J. Williams

PREPARED BY: R.N. Zinser REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

8/30/2016

SIG. INVENTORY NO. 13-0249

13-0249-2016-10124
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 R.N. Zinser